PRINTED AND PUBLISHED WEEKLY BY JONATHAN ROW, SOMERSET, SOMERSET COUNTY, PA.

New Series.]

TWILIGHT. BT J. KISSEL RAUB.

The sun beneath the western main, With golden crest retires; His rays no longer illume the plain Nor gild the lofty spires.

Still deeper grows the ev'ning shade-The day's past-the night has come-The works of man, aside are laid, And daylight toil is done.

Happy the man whose day is spent With industry and care; He calmly meets the coming night, Without a rising fear.

Not thus the man who idly spends The morning of his days, Him grief or deep remorse attends, And meets the night in dismay.

Then, mortals! seize the transient hour-Improve it as it flies: Life's but a day-man but a flow'r, And soon-alas! he dies!

Yes, soon the night of death doth come! Haste, man! thy work complete, The hour that lays thee in the tomb, That thou in peace may'st meet.

FROM THE ARMY. Later from the U.S. Squadron in

TOTAL WRECK OF THE U.S. BRIG SO-MERS, AND GREAT LOSS OF LIFE.

the Gulf of Mexico.

New Orleans on the 21st ultimo, with of the loss of the U. S. brig Somers, the particulars of which will be found below.

The New Orleans Picayune contains a long letter giving a minute account of this melancholy disaster, from which we glean the following:

next instant cut away all tacks and sheets.

The letter then goes on to say:-

Finding she would not play off, Capt. hoping to bring her to the wind. It was, however, unavailing. From the moment she commenced careening she continued to go over with great rapidity, and in thirty seconds was on her beam ends .-In less than ten minutes she sunk. The puff of wind was much more violent than could have been expected from the appearance of the weather. The accident is, however, mainly due to the extreme lightness of the vessel. One or two minutes after she was over, most of the officers and men had gained the side of the vessel or the tops.

Dr. Wright and Lieut. Parker, passing through the weather after port, were the first to reach the main chains. They were followed by several men, and an attempt was made with such means as was at hand, to cut away the main rigging, the men and officers using their penknives and sheath knives for the purpose. Captain Semmes, who had been dashed on the lee side was now drawn from the water, and as soon as he gained the side, di-

rected our exertions. Finding there was no chance to save the brig, and that she was fast sinking, Capt. Semmes ordered Mr. Clarke to shove off with Dr. Wright and seventeen men, besides Purser Steel, (who reached the boat by swimming as she was clear- Farland, James Fennell, Charles True, ing the wreck, first enquiring if there John Day, Wm. Purdy, Edward Mcwas room in the boat for another,) to pull Cormick, William Emsley, Wm. Quest, tant, and immediately return if possible to Christopher Meyers, Clement C. Willen, executed, but not until some of those in dolph Belmente, Manual Howard, Wil- his division and train. the boat had solicited, by name, each of liam M. Powers, Henry W. Spear, James the officers left on the wreck to come Chapman, Lewis Johnson, Jonatins Leowith them. These officers resolutely declared they would wait and take their Rose, Peter Hernandez.

chances with the brig. Capt. Semmes, who was in impaired health, was also entreated to go, but refused. Lieut. Parker answered a similar solicitation by saying he would drown with the brig. Lieut. Claiborne and Acting Master Clemson held the same language. It is a remarkable circumstance that three of the officers and all the men who acted thus nobly are saved. When ard. the beat shoved off, the gale was blowing with great violence and a heavy sea running, so that for some moments it was a matter of doubt whether the boat would

the island in about twenty minutes.

minutes after the boat left the brig, Capt. | Chambers. Semmes, finding the vessel settling under them, gave an order for every man to save himself. All simultaneously plunged into the water, and grasped the posts, gra- Dix sailed. tings, spars, coops and other floating objects at hand. Many must have gone down from the want of any support what- saved from one of the prize schooners reever; others struggled on frail floats to be finally drifted on the reefs and dashed to

no more, and others encountered the It mdy be recollected that three vessels were also several companies of U. S. badly, but it is well to remember that not worst fate which could be apprehended in being drowned, by sharks. Of near six- -we believe it was the Tabasquina-has ty who plunged from the wreck only se- never been heard of, and those on board venteen escaped.

Through all this appalling scene the greatest composure was observed by men and officers. There was no appearance of panic, no exhibition of selfishness .-Those who could not swim were particularly enjoined to go in the boat. A large ker commanded him to come out in order to make room for two smaller men, and he obeyed the order, but was afterwards directed to go into the boat when it was found he could not swim.

Capt. Semmes and Lieut. Parker were picked up by Mr. Clarke from a grating, and Jacob Hazard, yeoman, was rescued swimming near them. Those who survived have told of many instances of heroic self-devotion. The acting-master, Henry A. Clemson, was struggling on a small steering sail boom with five others, The barque Morgan Dix arrived at two of whom could not be supported and he left and struck out alone and unsupporadvices from the U.S. Squadron in the ted. He was seen for the last time upon Gulf to the 13th ultimo, and intelligence a sky-light and probably perished in the surf. The five men he left were saved, the two who could not swim being supported by their comrades, Amos Colson and John Williamson.

The Mexicans saw the accident from the mole, and cheered and exulted for a long time. The brig had been for a long time engaged in the blockade, and had On the evening of the 7th instant, the done more to interrupt the commerce of Somers took shelter under the Green Is- the port than almost all the other vessels. land, appearances presaging a storm. On Within the last fortnight both town and the 8th a sail was reported from aloft, and castle had been kept in a constant alarm Capt. Semmes, of the brig, got under by the burning of the Creole, and other way for a chase. He supposed the sail demonstrations which I presume you will was a vessel intending to run into Vera hear of in due time. I have no doubt Cruz. While in the chase, the storm the Mexicans were relieved when they came on. After various expedients to saw her sink in the ocean. I append a escape its effects, an order was given to list of the lost and saved-37 men saved let go the lee main topsail, and on the |-37 lost. One officer, Mr. Rodgers, Passed Midshipman, and one man, John G. Fox, were captured by the Mexicans, two days before, while reconnoitering an important point, in company with Dr. Semmes ordered the helm to be put down | Wright, the latter escaped to witness the catastrophe of the brig. J. H. W.

The writer gives an interesting account of the heroic devotion of the foreign vessels at Sacrificios, two miles distant, to save the crew of the Somers. Two hundred of the crew of the British ship Endymion volunteered for the service, and among the French and Spanish vessels equal heroism was exhibited. The gale, however, was so violent that their boats had to be recalled. When it abated they again put out, and succeeded in saving fourteen lives. We regret that we have not space for these interesting details this

The strange vessel which tempted the Somers from shelter was the Abrasia, bound for the squadron.

Sixteen of those on board the Somers, reached the shore on hen-coops, and are now prisoners in Vera Cruz.

LIST OF OFFICERS AND MEN

LOST IN THE SOMERS. Henry A. Clemson, Acting Master.

John R. Hynson, Passed Midshipman. Wm. G. Brazier, Ebenezer Terrell, Charles H. Haven, James Ryder, James Thompson, Charles Lowe, Thos. Young, Wm. Gillan, Mathias Gravel, Maj. Cain, Dennis Kelly, Alex. Anker, Charles Mepold, Thomas Jefferson, William H.

LIST OF THOSE SAVED. R- Seinines, Lieutenant Commanding. M. G. L. Claiborne, Lieutenant.

John L. Parker, Lieutenant. John F. Steel, Purser. John H. Wright, Passed Assistant Sur-

Francis G. Clarke, Midshipman.

Jacob Hazard, Yeoman. Amos Colson, Wm. Johnson, Matthew skill. Cuck, John McCargo, John G. Van Norden, Clas. Seymour, John Williamson, live. Purser Steel at one time proposed John Pollen, John Smith, Henry Strom- imprisoned and charged with cowardice. same message. His language is of the to leave the hoat for a fish-davit he saw mell, Thomas Mulhollen, Geo. Wake-

TUESDAY, JANUARY 12, 1847.

As soon as the men were landed, Mr. Lawrence, Jos. Todd, Stephen Maynard, or unofficerlike conduct in battle. Clarke, disregarding the most strenuous Samuel Bennett. Thos. D. Burns, Wm. There is a general desire expressed by prosperity have been so fully developed. with a volunteer crew at the imminent Chas. Nutlee, Washington Cooper, Wil- invaders. hazard of their lives. Less than three liam Dix, Francis A. Waldeon, James

> Commodores Conner and Perry were both at Anton Lizardo when the Morgan

The Picayune says-

cently wrecked have been sent as prisowere doubtless lost.

From the City of Mexico, not receiving any papers by this arrival, our intelligence is meagre and unsatisfactory. An opinion prevailed in the squadron, however, founded probably upon flying reports and rumors that a quorum of the man by the name of Seymour, the ship's new Mexican Congress could not be got cook, had got into the boat. Lieut. Par- together at the time appointed for its ope- and of high price and the heavier on ning, the 5th December.

> Picayune written on the 13th ult. by the same gentleman who furnished the one above quoted from, says-

sent to Perote to be confined there.

The N. O. Picayone of the 22d ult., speaking of this expedition, says-

Of the disposition made of young Rogers we have no definite information .-letters which does him great credit.

It is said that on learning that Mr. Rogers was about to be marched to Perote, he at once started off himself in quest of sides refreshments and clothing for his produce cheaper than any other upon the 'movement' they were thrown completely liberty while performing a hazardous and taken off from agricultural products, and the land service. important service, was not at first started they will now enjoy cheaper bread than The officer when desirous of forming kee's shanty, and had tapped the other end off for Perote, whatever may have since our people, as well as cheaper labor. If the company into line, in the direction in of the latter's barrel of cider through a befallen him.

FROM THE ARMY.

Correspondence of the Phila. Inquirer.

considerable body of Mexican cavalry charges; whereas their freights und char- like a whirlwind with a loud huzza, strihad been seen in that neighborhood.

zos on the 18th, with Gen. Jessup and double those paid by the foreign importer. prickly pear within their reach. for Green Island about half a mile dis- John Hargrave, William W. Cardy, John Gen. Pillow. Left Matamoras on the All our Iron establishments and Coalmines Major ——, of the Infantry, who ingupon a horse or mule. The howitzer 14th, and was to proceed 25 miles, and are in the interior of the country, and was superintending the drill, ordered, weight about 210 pounds. The carriage save more lives. This order was at once Thomas McGowan, Joseph Antonio, A- wait for Gen. Patterson and the reserve!" but on rolled the is of similar weight, and two chests with

with Gen. Twigg's division and a portion ocean shore, and may be wasted by its had the order explained to him cried out- so constructed as to admit of its receiving of Gen. Smith's brigade.

Victoria with 6000 cavalry. Gen. Wool remained at Parras.

Santa Anna was purging his army of little moment. all the officers against whom there was Edmund T. Stevens, Purser's Stew- the remotest suspicion of cowardice, re- markable document, we must call the at-

> Gen. Ampudia, Col. Caraco and others | industry has been in the highest prosperwhose names are not stated, have been ity. and this the President tells us in this

Teland, Wm. F. Thompson, Christopher who shall disgrace his flag by cowardice there has been no period in our past his-

entreaties, resolutely shoved off again Power, Joseph Skipsey, Joseph Jones, the Mexican soldiers to be led against the

ecived at the Hospital, at Matamoras with- all this under the odious Tariff of 1842-

encampments, and were about to com- the comparatively few, who had invested mence their march for Tampico.

Deaths were less frequent in the Hos-By this arrival we learn that three men, pital than during the fall and summer this high officer of the Government when

ners to Perote. Five out of six persons, leans on the 24th for Brazos, and it was age with men experienced in business, to who were on board the prize brig Fur- believed for Tampico. Gen. Scott and Some were driven to sea to be heard of nante when she was wrecked, were lost, staff were among the passengers. There went adrift at the time; the prize steamer troops destined for Tampico, on board, a single memorial was presented at the under the command of Major Sumner.

the Tariff.

THE POOR MAN-TEA AND COEFEE.

President Polk, in his message, tells the poor man, that the "Bill of 1842 levied the lighter tax upon articles of luxury for our labor?" Our workshops, which these of necessity and low price consu- are now full of life and activity. Our Another letter to the editors of the med by the great mass of the people.'s

Now it was well known to the President, (says the Philadelphia Inquirer,) when he made the above assertion, that the laboring man in this country is, gener-As the sailing of the Morgan Dix has ally speaking, clothed with AMERICAN been delayed by a head wind, I have an MANUFACTURES, from the crown of his opportunity to add the good news that head to the sole of his foot, as cheaply as artisans. Alas! how long will this happy eight more of the men of the U. S. brig the laboring man in Great Britain, or any state of things continue? We say how Somers have been picked up by the Mex- other part of Europe, who wears comfor- long, for the Tariff of 1846 has but just icans on the beach near Anton Lizardo, table garments. For the President tells whither they were driven by the gale on us, in almost the next sentence, that doa hen-coop. One of them has since died. mestic manufactures to the value of sever-They are held as prisoners in Vera Cruz. al millions of dollars are exported to for-This makes forty-four, all told, who have eign countries, and if he had told the been saved from the wreck. The Somers whole story, he would have said, that had near eighty souls on board, all told. export consisted of the class of articles Passed Midshipman Hynson, one of more especially consumed by our labor- imported, and thus diminished instead of the officers lost by the disaster to the ing men. But he knew well from the re-Somers, was one of those who participa- ports from the Customs, that the revenue ted in the burning of the Creole moored of the Bill of 1842 was raised principally ter all the expenditures of the Governto the walls of San Juan de Ulloa. It from articles consumed by the richer clas- ment were made, there was a balance in is said that he could have saved his life, ses of society—that the only article upon but for his generosity in giving up his which the poor man was taxed to any exspar to a sailor whom he considered wea- tent was sugar, and this he could afford ker than himself. In seeking another to pay, when he procured his tea and cof- dollars. If this, then, was not a revenue fee under that Bill FREE OF DUTY. But what can be called such? On the 5th instant Midshipman R. how have the Free Traders relieved him Clay Rogers, Dr. J. W. Wright, and under the Bill of 1846, when they tax the John G. Fox, a seaman of the Somers, luxury of refined Loaf Sugar used by the went ashore for the purpose of reconnoi- rich no more than the raw Sugar, and tering one of the enemy's magazines, and further recommend a duty of 25 per c'. ascertaining the practicability of destroy- upon both Coffee and Toa- articles of ab- that he who runs can detect them, and at ing it. The party had gone some dis- solute necessity, and consumed so largely tance from the boat when they were sur- by the great mass of our people? We the Government a partizan, rather than a rounded by seven Mexican soldiers. Dr. know that the chief consumption of both | Statesman-an advocate of foreign, rather Wright made his escape. Mr. Rogers | Coffee and Tea is by our farmers and laand the seaman were made prisoners, and boring classes. Every industrious farmer and laborer in our country drinks more Coffee and Tea than John Jacob Astor, with his 26 millions of dollars, and yet they are asked to bear this unequal and unjust tax, by an Administration that assures them that they are to be relieved One account has it that he was chained from all such burthens! Why not raise and marched off by the Mexicans to the this revenue from the rich broad cloths castle of Perote, but this needs confirma. and Saxouy carpets and silks, worn by of the fleet were transferred to the shore told, that we must follow the example of them in "land tacties." The word of England, and abandon the protective poli- command as given by the infantry officer cy-but they are not told why England was all "hand over fist," to the sailors .this is not adopting a policy to build up which they were marching cried, "com- board, and was retailing it at five cents a their manufactures, we do not understand pany into line;" but the tars only hitched glass to a perfect rush of customers,the subject. But we are told by this same up their trowsers, and marched on until Picayune. document that our manufactures enjoy a Lieut. R. called out. "Line of buttle ships Tampico dates to the 15th, and Brazos large protection "in the freights and char- abreast on the star-hoard beam!" when to the 18th, have been received at New ges, which the importer must pay before the movement was accurately and expe-Orleans by the arrival of the steamship he can come into competition with the ditionsly executed. He then wished to home manufacturer in our markets."- deploy the men as skirmishers and charge, A considerable excitement had been oc- From this, it would be supposed that our and ordered, line of battle-ships beat down casioned at Tampico, by a report that a manufacturers paid neither freights nor upon the enemy! and off they rushed ges, notwithstanding all the facilities of king their bayonets into every clump of 12 pounder bronze howitzers, made with Gen. Worth was at Salullo, where it be a remunerating profit to the Iron man- all sails set," bawled the lieutenant .-

But to close our remarks upon this reimplicit confidence in their bravery and that although the Tariff of 1842 has been four years in operation, every branch of An order had been issued by Santa An- strongest character. "It is a subject (he floating by. The boat, however, reached field, Wm. Keys, Francis Haire, Wm. na, dooming to instant death any officer says of the highest congratulation, that

tory when all the elements of national Abundance has crowned the toil of the husbandman, and labor in all its branch-About two hundred sick had been re- es is receiving an ample reward." And the system which he says was "so une-The regiments were breaking up their qual and unjust, as to swell the profits of their capital in manufactures." What confidence can be placed in the statement of a man of the plainest intellect can discov-The steamship Alabama left New Or- er such inconsistencies? It is an old ad-"let well enough alone." It is time to make alterations when the system works last session of Congress, asking for either a repeal or modification of the Bill of The President's Message and 1842. So universal was the prosperity under this system, that the opponents of it did not dare to present the subject to the people themselves, for they would naturally have said in the language of the President, what can we desire more than "constant employment, and ample reward under the former Bill were abandoned, Cotton and Woolen Mills, that were then closed, are in full operation. Our Furnaces, Forges and Rolling Mills, in which the fires were out, are now in full blaze, and illuminating every thing around them. In a word, every branch of industry now receives that benefit and employment that was lately given to foreign capitalists and

We are told, however, that the leading principle of the new bill is REVENUE; that the act of 1842, "by the excessive rates of duty which it imposed on many articles, either totally excluded them from importation, or greatly reduced the amount producing revenue"-and yet this same document tells us that under this bill, afthe Treasury on the first day of July last, of nine millions, one hundred and twentysix thousand, four hundred and thirty-nine

Was not the Treasury without a dollar when this bill was passed, and that too in a time of peace and of ordinary expenditure? But the gross inconsistencies five cents." of this portion of the Message are such, once discover that there is at the head of than domestic labor-one who appeals in one breath to the laboring class, and in another cuts down, their wages, taxes their comforts, and curtails their enjoyments.

Jacks ashore, drilling as Infantry.

At a time that an attack upon Point Isabel was apprehended, the brave sailors tion. An act of the British Consul at the rich, instead of oppressing the poor to aid in the defence of the Point, the offi-Vera Cruz is mentioned in one of our man? The poor are, however, further cers were a little nonplussed in drilling mer. has abandoned said policy. It is because They could get along with the manual, him, or else sent the sum of \$100, be- her manufacturing establishments can well enough, but when it came to the comfort. It is certain that the gallant face of the globe: and in order that they on their beam ends, and Lieut. R. of the young midshipman, who has thus lost his may do so more effectually, all duties are Navy, was compelled to aid his friend of blast. A second Yankee had rigged a

was reported and confidently believed ufacturer. It is the cheaper transport of Every man wheeled on his own axis, and that Santa Anna had 28,000 men at San the sea that gives England such great ad- steered for his former position, and come vantages. Distance is comparatively of in with a perfect rush, all right and tight. -N. O. Picayune.

In a neighboring State, the followtaining only such as he had the most tention of our good people to the fact, ing whimsical epitaph graces the tombstone of a renowned dancing master:

> Man's life is vapor, And full of woes; He CUTS A CAPER, and Down he goes.

A Fire in the Rear. ONE OF THE LATEST JOKES.

Vol. 5 .- No. 9.

There was fun as well as fighting down in the neighborhood of the Rio Grande last summer, and a yankee in that section albeit a tolerably shrewd specimen of the genus, got "a fire in the rear" which raked down and demolished the best calculation ever made for a small fortune, and at the same time raised a laugh which filled the adjoining chapparal for a mile in every direction.

Water was scarce during the heat of the summer at Brazos Island, and liquor not so plentiful at times as the necessities of the sojourners required. It was in one of these thirsty seasons that our Yankee, by some hook or crook, got held of a barrel of tolerably fair cider, and with this small stock in trade he at once "set up" business. To rake and scrape together a parcel of boards and odd bits of canvass, enough to build a small shanty. was the work of but a short hour; to set his barrel upon a couple of skids in the back part of the tent, to tap it, and commence retailing it at a dime a glass, occupied but a short time more.

Customers flocked in by dozens, the cider went off at rapid rate, and the Yankee was making his "eternal fortin" at a stride that would have elated John Jacob Astor in his early days, Some of his patrons complained that a dime a glass for cider, which was not worth more than two dollars a barrel at the outside, was an outrageous price; but the times were hard, the retailer's conscience easy-he had all the cider in the market, and could not afford to sell any cheaper.

This state of things went on for an entire day, the Yankee's quarters being beset by throngs of patrons. On the following morning, and before the cider was yet half sold, they began to thin off gradually, and by the middle of the afternoon it was only now and then a straggling stranger visited the shade and cider of the retailer. What was the matter? What had caused this sudden falling off of custom? The reader will soon see.

Towards night a new face appeared in the shanty and called for a glass of cider. It was drawn, swallowed, and the customer took out his purse and inquired the

"One dime," said the Yandee.

"One What?" retorted the customer. "One dime," coolly responded the Yan-

"One thunder," snarled the customer; why I can get just as good eider here at "N-o-y-o-11-c-a-n-t," drawled the Yan-

kee. "There aint a pint of cider 'cept what I've got in that are barril, this side of Orleans, I'm darned if there is." "I know better," ejaculated the custo-

mer, tartly. "I bought a glass of cider not two hours ago, and only paid five cents for it." "I'd like to know where you effected

that small transaction," queeried the Yan-"Right round here;" was the answer.

"I guess it was 'right round here.'-Right round where, I'd like to know?" continued the cider vender. "Why close by here, somewhere-just

back of your place," returned the custo-'I'll bet you tew drinks you didn't,"

spoke up the Yankee, 'and we'll go right 'Done,' said the customer and off they

Sure enough, 'right round here' they found another cider establishment in full small shade in the rear of the first Yan-

The Mountain Artillery.

The Albany Argus has a correct de-

scription of this new arm in our service, obtained from an officer conversant with the subject. Two batteries have been constructed at Watervliet. Each of these batteries consist of six

The U. S. Steamboat arrived at Bra- transport which we now enjoy, are fully bushes, or slashing with their sabres every extreme lightness, and six carriages so constructed as to be susceptible of packpense. England is a sea-girt Island, all sailors, like waves an the ecean, with re- amunition vary only a very few pounds Gen. Taylor was to leave Monterey her products may be said to be upon the doubled energy, till their own officer who from the same. A pack saddle has been breezes to any part of the world, at a very "Line of battle ships, ready about!" The either the howitzer, the carriage, or two It was reported that Gen. Urrea was at small cost. The difference in freight a- old boatman, who acted as sergeant, re- amunition chests, carrying each eight lone upon the product of the largest es- plied instantly-"Aye, aye, sir-all rea- rounds of spherical case shot, shells and tablishment in England or Scotland would dy!"-"Bout ship, and away she goes, canister. Thus the load of horses does not exceed 220 pounds, which is carried most compactly and securely. The purpose of this new corps is to act

as artillery in positions where heavier batteries could not be established, as in defiles, narrow passages, mountain gorges, &c., &c., from which it would be necessary to expel an enemy in advance of a marching army. The effect of this light arullery or its power of endurance would not be sufficient to render it very valuable for general service in the field, but in mountainous districts, where the movement of field batteries would necessarily be tardy and diffiguit " not quite im-